

CITY OF WESTMINSTER			
PLANNING APPLICATIONS SUB COMMITTEE	Date 12 th December 2017	Classification For General Release	
Report of Director of Planning		Ward(s) involved West End	
Subject of Report	107 New Bond Street, London, W1S 1EF,		
Proposal	Demolition behind the retained New Bond Street facade (including demolition of building fronting Haunch of Venison Yard) and erection of a building comprising basement, ground and three upper storeys to New Bond Street and ground and four upper storeys to Haunch of Venison Yard. Use of basement, ground, and first floors (New Bond Street)/ first and second floors (Haunch of Venison Yard) as retail (Class A1); use of second and third floors (New Bond Street)/third and fourth floors (Haunch of Venison Yard, including entrance at ground floor level) as offices (Class B1). Office and retail servicing entrance to be via Haunch of Venison Yard. Erection of roof level plant within enclosure.		
Agent	Rolfe Judd Planning		
On behalf of	107 New Bond Street Ltd		
Registered Number	17/08799/FULL	Date amended/ completed	9 October 2017
Date Application Received	3 October 2017		
Historic Building Grade	Unlisted		
Conservation Area	Mayfair		

1. RECOMMENDATION

Grant conditional permission.

2. SUMMARY

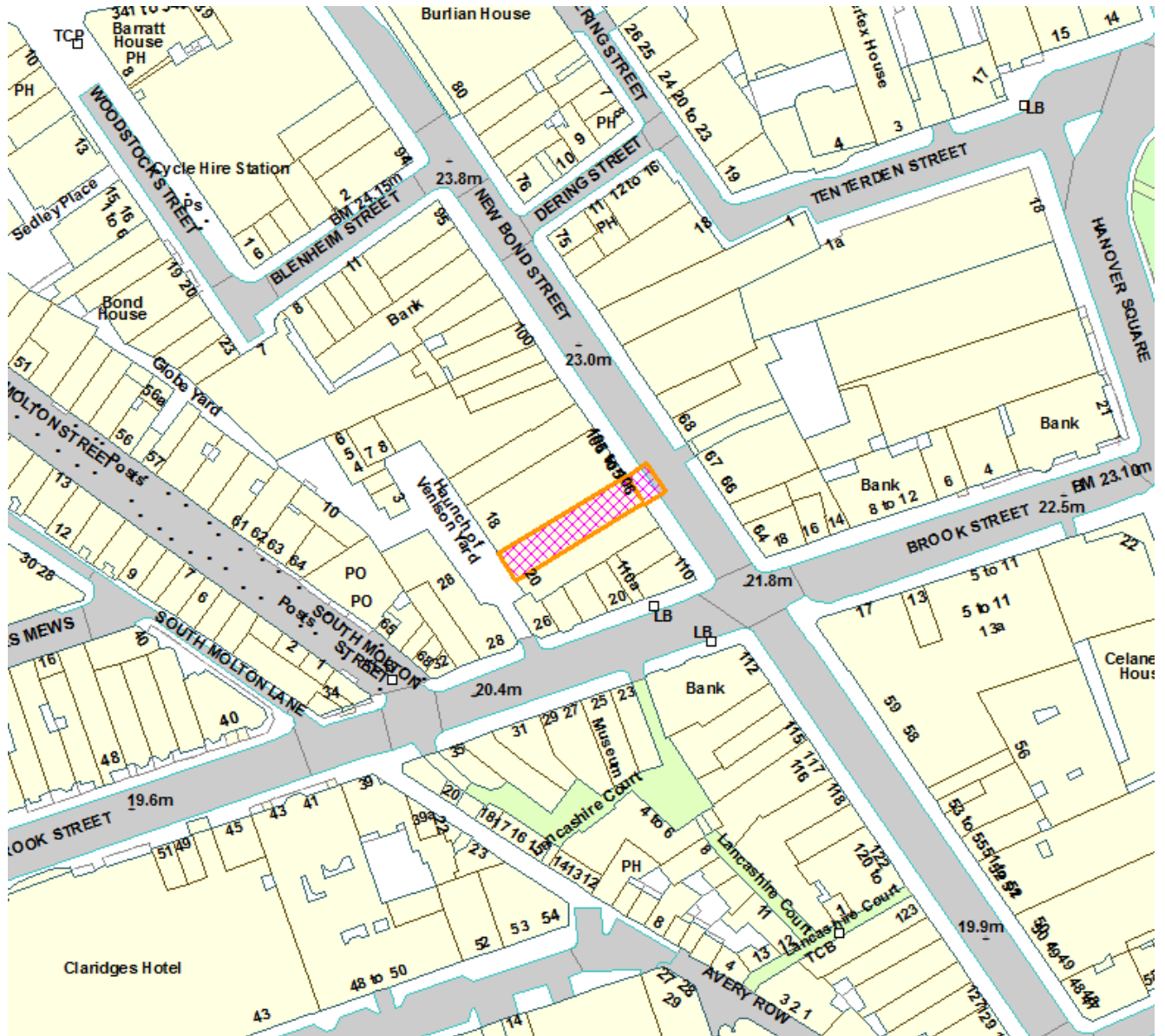
Permission is sought to replace a small retail and office building at the northern end of New Bond Street, the accommodation of which is inefficient and outdated. The scheme retains the attractive frontage on New Bond Street and creates an acceptable larger building in Haunch of Venison Yard. The improved retail accommodation is particularly welcome in this prime shopping location.

The key issues are considered to be

- The design of the new building;
- The impact on the amenity of adjoining properties.

For the reasons set out in the main report, the proposals are considered to be acceptable.

3. LOCATION PLAN



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4. PHOTOGRAPHS

New Bond Street frontage



Rear – Haunch of Venison Yard frontage



5. CONSULTATIONS

HISTORIC ENGLAND (ARCHAEOLOGY)

No objection subject to a condition being attached to the planning decision requiring the submission and approval of a written scheme of archaeological investigation.

CROSSRAIL

Advise that the detailed design of the proposed development needs to take account of the construction of Crossrail and request conditions are attached to the planning decision concerning below ground structures and method statement for concurrent working.

RESIDENTS SOCIETY OF MAYFAIR & ST. JAMES'S

Any response to be reported verbally.

ENVIRONMENTAL HEALTH

No objection subject to the imposition of standard conditions.

HIGHWAYS PLANNING - DEVELOPMENT PLANNING

No objection in principle subject to conditions requiring the submission of details of servicing management plan, cycle parking and revised details of waste storage.

THAMES WATER

Comment on the need for the development to take account of the sewerage infrastructure.

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS RECEIVED

No. Consulted: 75; Total No. of replies: 1;

No. of objections: 1;

Letter of objection on behalf of the owners of the adjoining commercial property [to the north of the application site], 105-106 New Bond Street, raising objections on grounds of:

- adverse impact on the amenity of their existing property and an approved but unimplemented retail and office redevelopment, including loss of daylight and sunlight, and overshadowing, of office accommodation on the upper floors and office balconies;
- questions about the details of the applicant's daylight and sunlight report;
- request a daylight and sunlight study of the impact on their existing property (not just the approved scheme);
- reference to rights of light.

PRESS ADVERTISEMENT / SITE NOTICE: Yes

6. BACKGROUND INFORMATION

6.1 The Application Site

The building is located at the north end of New Bond Street and has a rear façade in Haunch of Venison Yard. The building comprises basement, ground and three upper storeys to New Bond Street and ground plus two storeys to Haunch of Venison Yard.

There is a level change of approximately 2.3m from ground level in New Bond Street to ground level in Haunch of Venison Yard. The basement and ground floors are currently occupied as retail space with the upper floors in office use. The applicant advises that the existing building suffers from a number of fundamental constraints including a poor net-to-gross efficiency for the retail floorspace, numerous floor level changes, inefficient office floorplates and poorly located central circulation core, and the degradation of the external building fabric.

This application lies in the Core Central Activities Zone (CAZ), the West End Special Retail Policy Area and the Mayfair Conservation Area. The building is also located on a Primary Shopping frontage. The surrounding area is predominantly commercial in character and function, with retail generally occupying the lower floors and offices above. There is some residential accommodation scattered amongst nearby properties, the closest to the application site being in 24, 26 and 28 Brook Street.

6.2 Recent Relevant History

August 2008 – permission granted for the demolition and redevelopment behind retained facades of 105-106 and 107 New Bond Street to create retail use (Class A1) on basement, ground and first floors, office (Class B1) use on part ground - fifth floors at Nos. 105-106 and seven residential units (comprising of 2 x 1, 2 x 2 and 3 x 3 bed units) on part ground - fourth floors of No. 107. [Not implemented.]

Also of relevance is a recent permission (July 2017) for the site immediately to the north, 105-106 New Bond Street – planning permission was granted for the demolition behind the retained New Bond Street facade and erection of a new building comprising sub-basement, basement, ground and six upper storeys for use as retail (Class A1) at basement, part ground and mezzanine floors; offices (Class B1) at part ground, third to sixth floors; and dual/alternative use of the first and second floor as either offices (Class B1) and/or retail (Class A1); office access to be via Haunch of Venison Yard; installation of plant at sub-basement and sixth floor levels, terraces at third to fifth floor levels and cycle storage and waste stores at sub-basement level. [Not implemented.]

7. THE PROPOSAL

The proposed development comprises the complete demolition of the building apart from the retention of the facade to New Bond Street; the new building behind this retained façade would comprise three floors of retail at basement, ground, and first floors with new offices at second and third floors. The floorplates to the rear will be extended and a new single central core created to rise up to roof level to provide service access. The entrance to the offices will be relocated from New Bond Street to Haunch of Venison Yard, thereby improving the retail frontage. Shared waste facilities will also be located in Haunch of Venison Yard side of the property.

The proposals have been revised as follows:

- The front mansard roof increased in height to hide the plant area, as requested by the design officer;
- The roof access structure has been revised and is now a roof access hatch rather than the bulkier stair originally enclosure;

- Cycle parking increased to 4 cycle spaces for the office area and 3 cycle spaces for the retail area: the applicant is aware of the planning requirement of 5 and 2 respectively, as noted by the Highways Planning Manager but they are providing the total requested (i.e. 7 cycle spaces). The office cycle storage area cannot be increased beyond 4 cycle spaces due to very restricted site width and the requirements for fire escape route widths).
- Waste areas revised to have level access for both retail (ramp and staircase relocated) and office storage space.

The changes in floor space are summarised in the table below.

	Existing GIA (sqm)*	Proposed GIA (sqm)*	+/-
A1 retail	442.3	600.5	158.2
B1 office	216.2	393.0	176.8
Total	658.5	993.5	335.0

*Figures have been adjusted to take account of common space apportioned to the relevant uses based on the percentage of floorspace of those uses.

8. DETAILED CONSIDERATIONS

8.1 Land Use

Increase in retail use

Bond Street is world famous as a shopping destination and this is reflected in the street's designation as a Primary Shopping Frontage. Policies SS 3 of the City of Westminster Unitary Development Plan and S6 (Core Central Activities Zone), S7 (West End Special Retail Policy Area), S21 (Retail) and CM2.5 (Mayfair Special Policy Area) of the Westminster City Plan November 2013 all seek to protect and enhance the retail character and function of this area. The proposed increase in retail floorspace is therefore welcomed, as is the improved retail frontage by relocating the office entrance from New Bond Street to Haunch of Venison Yard.

Increase in office use

The site is located within the Core Central Activities Zone and under the terms of policy S1 and S20 of the City Plan an increase in office floorspace is acceptable in principle. The applicants advise that the existing accommodation is outdated and the provision of modern floorspace that will help contribute to the area's economic function is welcomed.

Policy S1 also states

"For development within Core CAZ, the Named Streets, and Opportunity Areas, which includes net additional B1 office floorspace:

A) Where the net additional floorspace (of all uses) is

i. less than 30% of the existing building floorspace, or

ii. less than 400sqm; (whichever is the greater),

or where the net additional B1 office floorspace is less than 30% of the existing building floorspace (of all uses), no residential floorspace will be required.”

In this case the office increase is 26.8% of the total floorspace, and the net additional floorspace of all uses is less than 400sqm; therefore the proposal does not trigger a requirement for residential floorspace.

8.2 Townscape and Design

Permission has previously been granted for demolition behind the retained New Bond Street façade in connection with a neighbouring redevelopment. That scheme was not carried out and redevelopment of No. 107 is now being brought forward separately.

The building dates from the first half of the eighteenth century and its ‘Victorianised’ New Bond Street stucco façade makes a positive contribution to the street and surrounding conservation area. It is an important part of the street’s historic development and is one of the few remaining buildings which date from the early development of this important thoroughfare. The façade to Haunch of Venison Yard, at the rear, is of industrial appearance and is characteristic of its function and period of creation which is similar to adjoining properties. The opposite side of Haunch of Venison Yard is occupied by residential flats at 28 Upper Brook Street which is a grade II listed building. The relatively new part of Bonhams forms the focal point of the view along Haunch of Venison Yard.

The site is in an area of archaeological priority and the primary archaeological potential is likely to be found in remains associated with the eighteenth century and later construction of the area. The site is also on the edge of the Tyburn River and there is some potential for associated deposits towards the western end of the site. Additionally, the site lies close to the projected line of the Civil War defences. The exact location of the defences is unknown and could lie within the site. However, the initial assessment is that that evidence of the Civil War defences is unlikely to be found on this site. Historic England therefore recommend a condition to ensure that the archaeology of the site is recorded.

The increased height and bulk at the rear of the site are acceptable in design and heritage asset terms, but only in the context of façade retention on New Bond Street. An objection made on behalf of the occupiers of No. 105/106 New Bond Street indicates that they will seek to protect their easement of light which may require alterations to the height and bulk of the proposed development. However, the objection does not render the current proposal unacceptable in design or heritage asset terms. Should revised designs be required, they will be considered on their merits at the appropriate time.

The existing New Bond Street façade is to be retained, redecorated and fully repaired and a new shopfront is proposed to a design more appropriate to the architectural style of façade above. The existing windows in the front façade will be replaced with new painted timber double hung sash windows to match the existing and they will be glazed with the slim-section double-glazed units. The proposed mansard has flush rooflights to improve the amount of natural light within the top floor.

The new rear facade to Haunch of Venison Yard is proposed to be finished in Portland stone cladding for the primary frame with contrasting grey finish metal framed windows including Juliette balconies at the second to fourth floor levels. The top of the façade is finished with recessed, dark grey, metal cladding and guard rails finished to match the cladding below.

At the sides of the building, where the flank walls are exposed, the facades are proposed to be of a simple design and finished in London stock brick to match the existing visible party walls at various levels. The design for the rear façade follows similar design principles to the previously approved development and it would be typical of other recently constructed buildings in Haunch of Venison Yard. Therefore, the detailed design, as proposed, is acceptable.

The revised drawings showing the front mansard roof extended to provide visual screening for the plant are acceptable, as are the other changes at roof level which omit a large access structure in favour of a smaller access hatch. It is considered that the development will maintain the character and appearance of the Mayfair Conservation Area and the setting of nearby listed buildings. This accords with UDP policies DES 1, DES 4, DES 9 and DES 10.

8.3 Amenity

Policy S29 of the City Plan relates to health, safety and wellbeing and states that the Council will resist proposals that would result in an unacceptable material loss of residential amenity. Policy ENV13 of the UDP aims to safeguard residents' amenities, and states that the City Council will resist proposals which result in a material loss of daylight/sunlight, increase in the sense of enclosure to windows or loss of privacy or cause unacceptable overshadowing to neighbouring buildings or open spaces.

Sunlight and Daylight

The application is supported by a daylight and sunlight report based on the guidance published by the Building Research Establishment (BRE). The nearest residential accommodation is in 24, 26 and 28 Brook Street (Greybrook House). These properties have been consulted about the application but no responses have been received (nor has access been provided into them).

Under the BRE guidelines the amount of daylight received to a property may be assessed by the Vertical Sky Component which is a measure of the amount of sky visible from the centre point of a window on its outside face. If this achieves 27% or more, the window will have the potential to provide good levels of daylight. The guidelines also suggest that reductions from existing values of more than 20% should be avoided as occupiers are likely to notice the change.

A second commonly used measure is the daylight distribution test: this plots the 'no sky line', points on a working plane (in residential accommodation this is the horizontal 0.85m high) in a room which can and cannot see the sky. Comparing the existing situation and proposed daylight distributions helps assess the likely impact a development will have. If, following construction of a new development, the no sky line moves so that the area of the existing room, which does not receive direct skylight, is

reduced to less than 0.8 times its former value, this is likely to be noticeable to the occupants.

In terms of sunlight, the BRE guidance states that if any window receives more than 25% of the Annual Probable Sunlight Hours (APSH where the total APSH is 1486 hours in London), including at least 5% during winter months (21 September to 21 March) then the room should receive enough sunlight. If the level of sunlight received is below 25% (and 5% in winter) and the loss is greater than 20% either over the whole year or just during winter months, then the loss would be noticeable. Only those windows facing within 90 degrees of due south require testing.

The BRE guidelines do advise that they should be applied sensibly and flexibly.

24 and 26 Brook Street are to the south of the site and the rear of these properties overlook the rear of the site (with 108 New Bond Street between them and the application site). There appears to be residential accommodation on the first, second and third floors of No. 24 and the fourth floor of No. 26. The daylight study demonstrates that the maximum VSC loss of daylight to No. 24 is 9.4%, and to No. 26 is 3.6%. As these properties are south of the site, there is no need to assess the impact on sunlight.

28 Brook Street extends along the western side of Haunch of Venison Yard, opposite the rear of the application site. It has recently been converted to four residential flats at first to fifth floor levels. The approved floors plans show that apart from a secondary window that serves the open-plan kitchen, dining and living area at the front, the windows along the Haunch of Venison Yard façade serve bedrooms, en-suite bathrooms, dressing area and corridor area. The daylight analysis shows that one bedroom will loses slightly more than the recommended maximum of VSC loss of 20% (namely 21.8%), but as this is a bedroom this loss is considered to be acceptable. There will be no impact on the sunlight received by these windows.

Although the increased height and bulk of the new building will have some impact on the sense of enclosure to the lower floors of the neighbouring residential properties, it is not considered that this will be significant. The additional accommodation at the rear will result in additional windows facing the flank façade of 28 Brook Street, but there is already overlooking from other buildings on the east side of Haunch of Venison Yard, so it is not considered that there will be any material increase in overlooking. A condition on the planning decision will prevent the roof of the new building from being used as a roof terrace, which might lead to overlooking or noise disturbance.

Accordingly, the proposals will not have an adverse impact on the amenity of any of the neighbouring residential properties and are therefore acceptable.

Impact on adjoining commercial property

There has been an objection on behalf of the owners of the adjoining commercial property [to the north of the application site], 105-106 New Bond Street: they raise objections on the grounds of the adverse impact on the amenity of their existing property and also an approved but unimplemented retail and office redevelopment of their site. The specific objections include loss of daylight and sunlight, and overshadowing, of the office accommodation on the upper floors of both the existing and proposed buildings, and overshadowing of the approved office balconies at the rear of

the approved building. They also raise question about the details of the applicant's daylight and sunlight report, and requested a daylight and sunlight study of the impact on their existing property, as well as their approved redevelopment.

The Council does not have a policy to protect the amenity of commercial accommodation. Nor are there any specific tests or measures in the BRE Guidelines concerned specifically with offices. However, the applicant has undertaken a daylight assessment of both the objector's existing property and their approved scheme, to ascertain what the impact will be. The objector's property currently benefits from having windows in the flank elevation very close to the boundary, as well as small terraces, that overlook the existing low level building on the application site. The proposed scheme will have an impact on the objector's property, with some existing windows losing up to 87.5% of the VSC. There are similar large losses of sunlight. However, the main office rooms which are affected are dual aspect, and the impact on the amenity of the existing property is not so great to justify a refusal.

The approved redevelopment at Nos.105-106 has re-provided windows on the upper three floors serving the new office accommodation, which are set back from the boundary with 107 New Bond Street, but still directly over looking 107 New Bond Street. The office accommodation served by the windows in question are dual aspect, and are also served by windows overlooking New Bond Street and Haunch of Venison Yard: therefore this accommodation would still receive good levels of daylight through these windows. The main impact to the approved scheme is at third floor level, where windows face the application site and six windows would lose more than 20% VSC, the worst being a loss of 70.2% (and some loss of sunlight). However, these windows are considered to be unneighbourly, having been re-positioned close to the site boundary. Again, there are not considered to be any grounds for resisting the current proposals because of their impact on the approved commercial development.

It is noted however that the current proposal has been revised to replace a bulky staircase enclosure at roof level with a low level roof hatch and this will lessen the loss of light to the neighbouring offices.

The objector has also made reference to rights of light, but this is a private legal matter and not a planning consideration.

8.4 Transportation/Parking

Car Parking – Non-residential

It is considered that in terms of people arriving and departing the site, the levels would be similar to the existing use and therefore no significant change will occur. The site is also within a Control Parking Zone which means anyone who does drive to the site will be subject to those controls. The impact of the change of use on parking levels will be minimal.

Trip Generation

It is accepted that the majority of trips associated with the site (excluding servicing activity) will be via public transport or other sustainable modes (e.g. walking, cycling). Trip generation modelling indicates that the proposed development will not have a significantly detrimental impact on the safety or operation of the highway network,

despite the increase in floor space (see separate comments below on servicing and vehicle access). Given the sites proposed uses and location, a travel plan is not required.

Servicing

S42 and TRANS20 requires off-street servicing. No off-street servicing is provided for the development. The site is located within a Controlled Parking Zone, which means that single yellow lines in the vicinity allow loading and unloading to occur. The largest regular service vehicle expected to be associated with this development in this location is the refuse collection vehicle.

The applicant has indicated that they would be prepared to accept a requirement for a Servicing Management Plan (SMP) to be secured via condition. A robust SMP may demonstrate how the proposed development would minimise the impact of the proposed development on the highway network, so as not to have a significantly detrimental impact on other highway users.

Cycle Parking

The London Plan Policy 6.9 requires 1 space per 300m² of non-food Class A1 retail, and 1 space per 90m² of B1 office. All uses have a minimum of 2 spaces required. The proposal triggers a requirement of five cycle parking spaces for the offices and two cycle parking spaces for the retail. The initial proposal indicated two cycle spaces for the retail but only three for the offices, a shortfall of two spaces. Given the level of demolition and reconstruction, it is unclear why the minimum level of cycle parking is not being provided and there appears to be no physical constraint to the minimum level of cycle parking as required by the London Plan being provided. The scheme has been revised to increase to four the cycle spaces for office area and three cycle spaces for retail area. The applicant argues that they are providing the total requested (i.e. seven cycle spaces) and that the office cycle storage area cannot be increased beyond four cycle spaces due to very restricted site width and the requirements for fire escape route widths. Given that this is a new building, failure to provide the required amount for each use is regrettable but on balance the cycle storage provision is accepted.

Waste

Waste storage is indicated for both uses. The scheme has been revised to provide level access between the retail storage area and street level (where it will be collected). Waste may still probably need to be left on the highway in Haunch of Venison Yard for collection. While this approach is unfortunate, no objection is raised on this point specifically, particularly as this is not a busy location.

The Highways Planning Manager has expressed concern that the doors on Haunch of Venison Yard façade are indicated to open outwards over the highway. The applicant has commented that the doors are set back behind the building line and will open only within the recess: the doors will thus open over private land, away from any pedestrian desire line and they are capable of being opened even with a vehicle parked outside the premises.

8.5 Economic Considerations

Although this proposal is relatively small scale, the economic benefits arising from the improved retail and office accommodation in this location are welcomed.

8.6 Access

Both the retail and office external access openings are designed as step free level access. The second and third floor office levels are accessible via a new staircase and passenger lift from the entrance reception area and are designed for wheelchair access. The office levels are designed to provide Part M compliant sanitary provisions. The internal retail layouts and all requirements for the vertical circulation including compliance with the Equality Act and Part M will be the responsibility of the future retail tenant (lifts, internal staircases, sanitary provisions etc.).

8.7 Other UDP/Westminster Policy Considerations

Noise and Plant

The proposal includes mechanical plant at roof level, within an acoustically treated enclosure. This has been assessed by Environmental Health who have no objections to the scheme. However, they do recommend that as not all of the plant specifications have been provided, there is a condition requiring the submission of a supplementary acoustic report, to ensure compliance with standard noise conditions.

Sustainability

The proposed development comprises 993.5 sqm of floorspace and therefore falls below the threshold at which it would be classified as a major planning application. Nevertheless, the application is accompanied by an energy strategy and the sustainability measures proposed are as follows:

- Low u-values
- Solar control glazing
- Energy efficient lighting
- Air permeability target of 7m³/h/m²@50Pa
- Air source heat pumps
- Mechanical ventilation with heat recovery

City Plan policy S40 states that all major development throughout Westminster should maximise on-site renewable energy generation to achieve at least 20% reduction of carbon dioxide emissions, and where feasible, towards zero carbon emissions, except where the council considers that it is not appropriate or practicable due to the local historic environment, air quality and/or site constraints.

The proposed development will meet the 20% reduction in CO₂ set by the City Plan using a combination of demand reduction and on-site renewable strategy. As the proposal is not a major application, the London Plan target of 35% carbon reduction does not apply. Currently, there are no distribution networks shown on London Heat Map within immediate vicinity but the applicant advises that it is proposed that service ducts be provided so that if a district heat network become available in the future then the development could be connected up if it is more energy efficient to do so.

8.8 London Plan

This application raises no strategic issues and is not referable to the Mayor of London.

8.9 National Policy/Guidance Considerations

The City Plan and UDP policies referred to in the consideration of this application are considered to be consistent with the NPPF unless stated otherwise.

8.10 Planning Obligations

Planning obligations are not relevant in the determination of this application.

8.11 Other Issues

Basement

There is an existing basement on the site; although there are no new basements proposed, there will be works at basement level. The existing foundations will be underpinned and that the proposed new basement floor level will sit approximately 0.7m below the existing floor level. A proposed lift shaft in the rear of the basement is will extend a further 1.0m below the proposed basement floor level. Crossrail has asked that a condition is attached to the planning decision requiring the submission of foundation details.

Flood Risk

City Plan Policy CM28.1 was adopted in November 2016 in response to concerns over the impact of basement development. One of the concerns relates to the impact on flood risk. Part A (4) of the policy states that basement development should “*not increase or other exacerbates flood risk on the site or beyond*”. The application site is located within Flood Risk Zone 1, as confirmed on the Environment Agency’s (EA) floodplain mapping service. This indicates that the risk is less than a 1 in 1000 year event. This represents the lowest category of flood risk.

However, the site is identified in the *Basement Development in Westminster SPD* (2014) as being within a surface water flood risk hotspot. The primary concern is with regard to residential developments, which would require a flood risk assessment. The proposed development is a wholly commercial development but a “safety first approach” has been adopted and the application is supported by a Flood Risk Assessment (FRA).

The report states that the EA’s surface water flood map shows the site is not at risk of flooding from surface water. However, the surface water flood map taken from the Strategic Flood Risk Assessment shows that part of Haunch of Venison Yard is at risk of flooding from surface water. This small flooded area is not connected to other overland flow path and it can therefore be concluded that this is a low lying area which will temporarily trap surface water during a high storm event. However, the map also shows that it will not affect 107 New Bond Street. The FRA also concludes that the risk of flooding from burst water mains and sewers is also low. Likewise, the flood risk from groundwater is also low. Possible measures to attenuate rainwater run-off would include the creation of an attenuation tank situated within a new sub-basement (which could

have implications in terms of archaeological implications due to the required deeper excavation and piling) but this is not considered necessary in this case.

The FRA submitted with the planning application demonstrates that the site is not at risk of flooding from surface water and overland flows, nor is it at risk from groundwater infiltration. In flood risk terms, the proposal is considered to be in accordance with City Plan policy CM28.1 and the guidance in the *Basement Development in Westminster SPD* (2014).

Construction impact

In accordance with City Plan policy CM28.1, the application is accompanied by a detailed structural methodology statement. A signed pro-forma Appendix A is also included with the application, along with a draft Construction Management Plan, demonstrating the applicant's willingness to comply with the relevant parts of the Code of Construction Practice (CoCP). This will be secured by condition. In terms of construction impact, therefore, the proposal is considered to be in accordance with City Plan policy CM28.1.

Archaeology

The site is located within the Great Estates Area of Special Archaeological Priority. City Plan Policy CM28.1 deals with the impacts of basement developments and City Plan Policy S25 which requires Westminster's archaeological heritage to be conserved. Part A(6) of policy CM28.1 states that all applications for basement development will "safeguard significant archaeological deposits." The applicant has therefore commissioned MOLA to carry out an assessment of the site's potential for archaeological interest.

The desk-based study assesses the impact on buried heritage assets (archaeological remains), taking into account the method of construction of the proposed new building. The report concludes that there is moderate potential for deeply cut features such as ditches or drains, possible early 18th century ground raising or consolidation deposits and the foundations and cellars of the existing early 18th century building to survive. The west central part of the site, which was an open yard in the later 18th century, may hold remains of deep pits or wells. Such remains would be of low heritage significance. Archaeological survival across the site is likely to be low to moderate. Excavations for the existing lower ground floor would have removed or truncated any earlier archaeological remains present, although the bases of cut features or structures could survive intact beneath the basement slab, particularly where wells and cess pits may be expected in the former yard area in the centre of the site, cut into the gravels.

MOLA's report suggests that the most appropriate investigation strategy is likely to entail archaeological monitoring of any geotechnical pits dug for engineering purposes initially. If archaeological remains of significance are identified, and the results warrant further investigation, then a watching brief during ground works is likely to be appropriate mitigation. Any archaeological work would need to be undertaken in accordance with an approved Written Scheme of Investigation and could be carried out under the terms of a standard archaeological planning condition attached to the planning permission (which Historic England (Archaeology) has requested. Such an approach would be consistent with the guidance in NPPF paragraph 128 and City Plan policies S25 and CM28.1.

9. BACKGROUND PAPERS

1. Application form
2. Response from Cross London Rail Links Ltd (1), dated 31 October 2017
3. Memorandum from Environmental Services, dated 23 October 2017
4. Response from Historic England (Archaeology), dated 25 October 2017
5. Memorandum from the Highways Planning Manager dated 2 November 2017
6. Memorandum from the Projects Officer (Waste) dated 28 November 2017
7. Letter from Delva Patman Redler [on behalf of the owners of 105-106 New Bond Street], dated 18 October 2017
8. Response from Thames Water dated 25 October 2017
9. Letter from Rolfe Judd Planning dated 9 November 2017

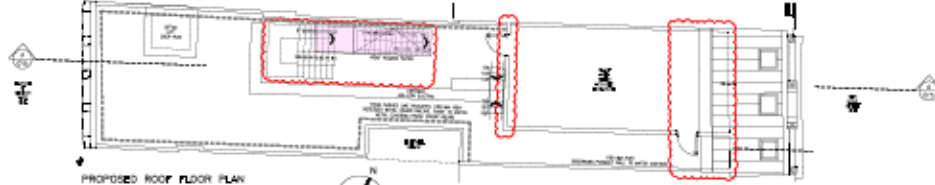
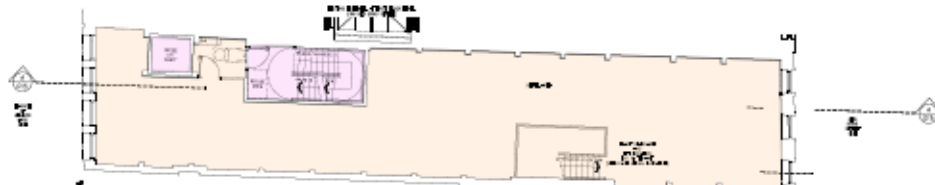
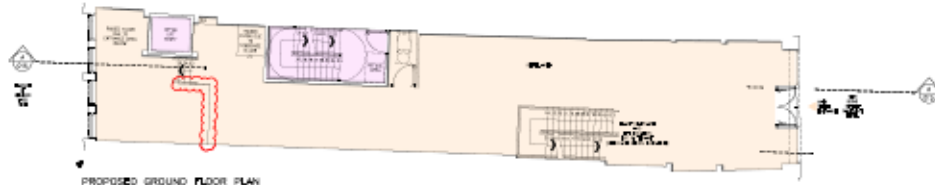
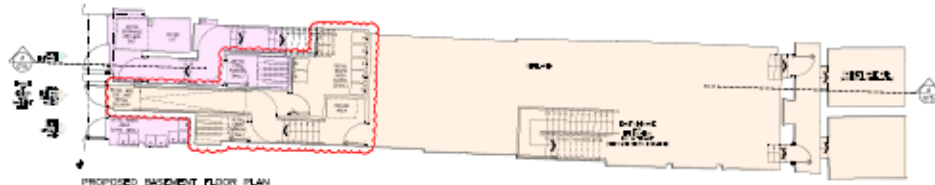
(Please note: All the application drawings and other relevant documents and Background Papers are available to view on the Council's website)

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT PLEASE CONTACT THE PRESENTING OFFICER: MARK HOLLINGTON BY EMAIL AT mhollington2@westminster.gov.uk

10. KEY DRAWINGS



Proposed floor plans

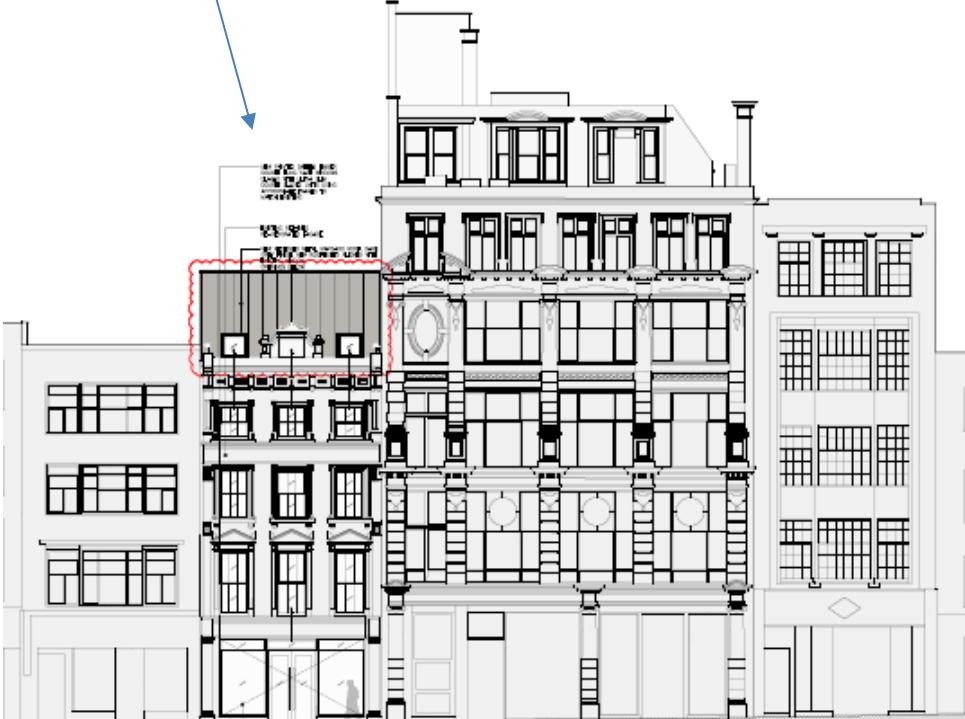


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107 NEW LONDON

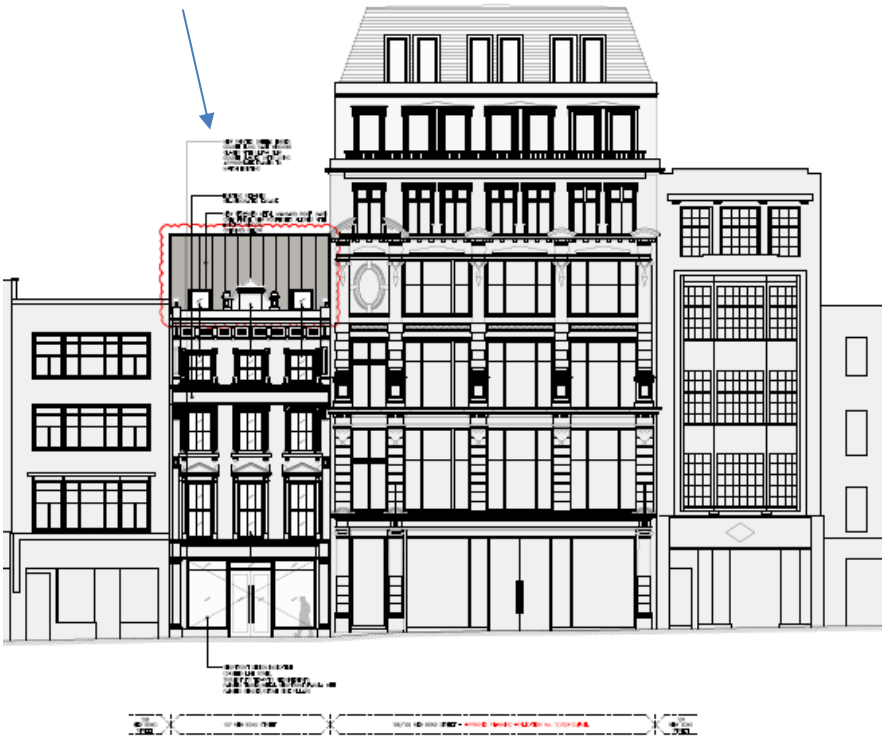
Existing front façade - with 105-106 New Bond Street as existing



Proposed front façade - with 105-106 New Bond Street as existing



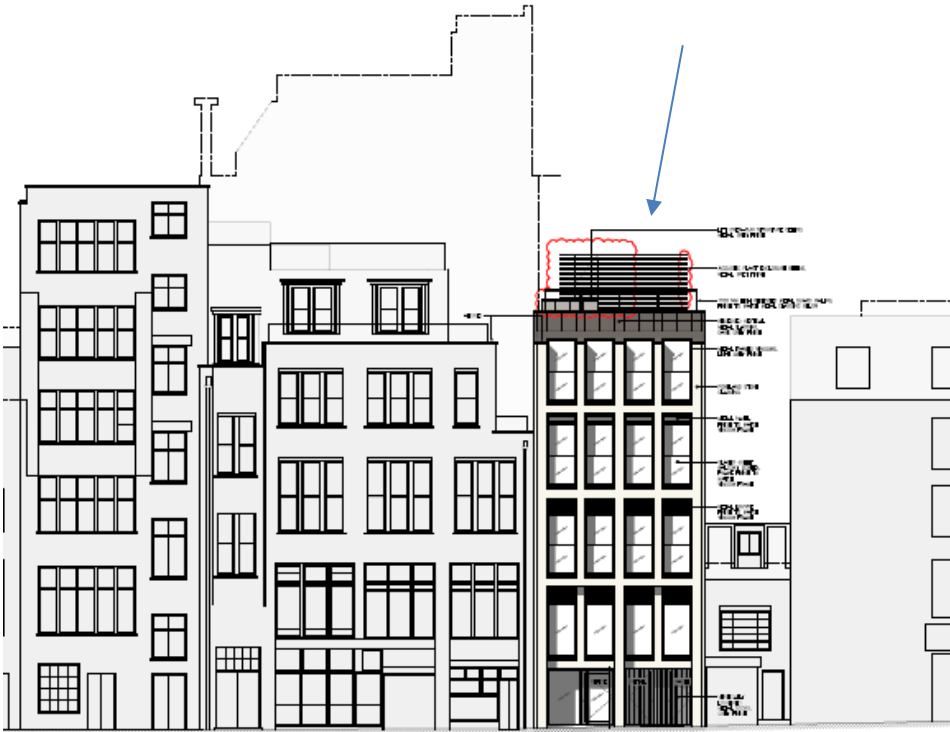
Proposed front façade - with 105-106 New Bond Street as approved



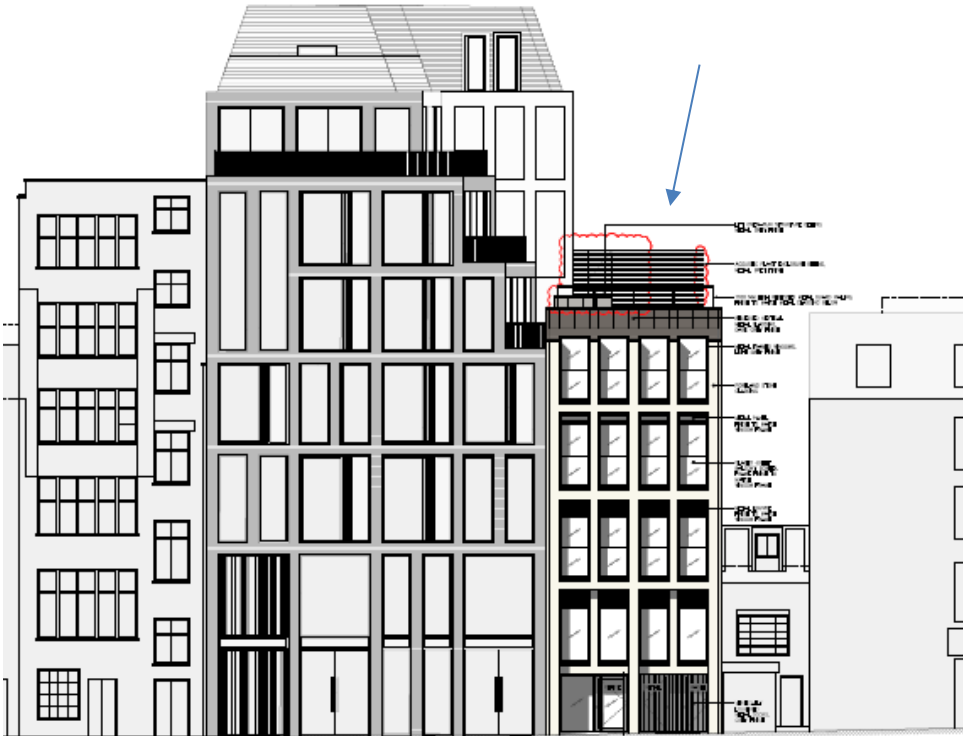
Existing rear façade – with 105-106 New Bond Street as existing



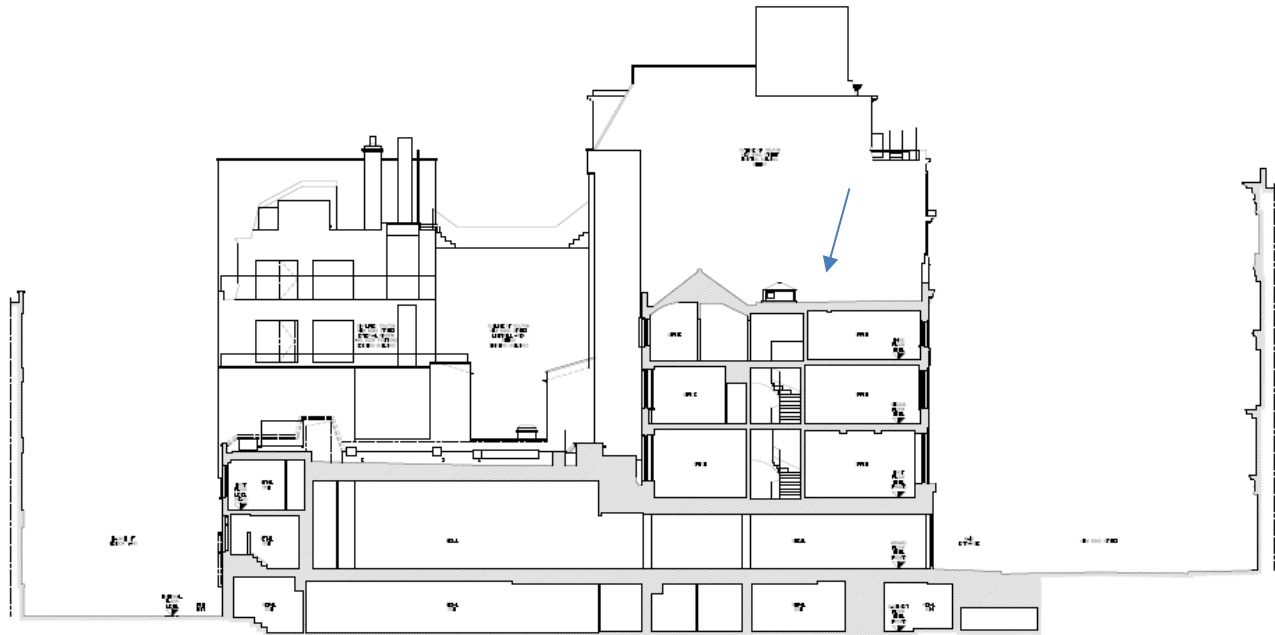
Proposed rear façade – with 105-106 New Bond Street as existing



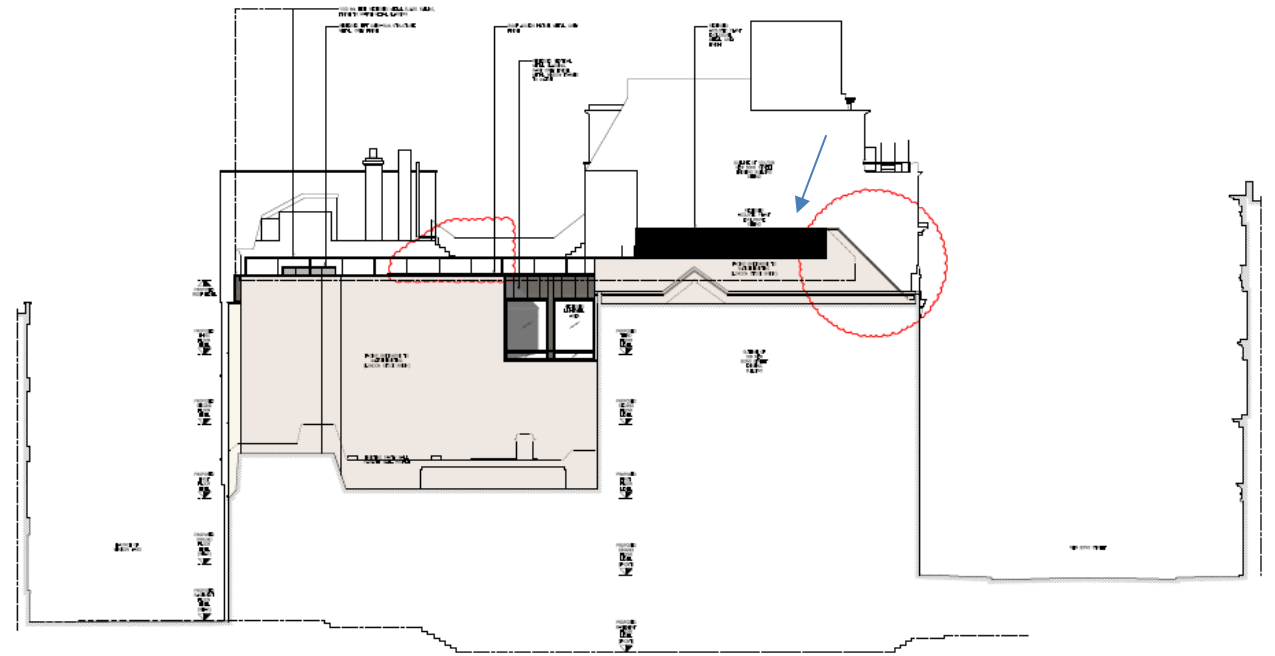
Proposed rear façade – with 105-106 New Bond Street as approved



Existing section



Proposed section



DRAFT DECISION LETTER

Address: 107 New Bond Street, London, W1S 1EF,

Proposal: Demolition behind the retained New Bond Street facade (including demolition of building fronting Haunch of Venison Yard) and erection of a building comprising basement, ground and three upper storeys to New Bond Street and ground and four upper storeys to Haunch of Venison Yard. Use of basement, ground, and first floors (New Bond Street)/ first and second floors (Haunch of Venison Yard) as retail (Class A1); use of second and third floors (New Bond Street)/third and fourth floors (Haunch of Venison Yard, including entrance at ground floor level) as offices (Class B1). Office and retail servicing entrance to be via Haunch of Venison Yard. Erection of roof level plant within enclosure.

Reference: 17/08799/FULL

Plan Nos: 1289-001 (Site Location Plan), 1289-008B, 1289-009B, 1289-011A, 1289-013A, 1289-014A, 1289-015A, 1289-016, 1289-020, 1289-021, 1289-022, 1289-023; Design and Access Statement dated 26 September 2017.

Case Officer: Paul Quayle

Direct Tel. No. 020 7641 2547

Recommended Condition(s) and Reason(s)

- 1 The development hereby permitted shall be carried out in accordance with the drawings and other documents on this decision letter, and any drawings approved subsequently by the City Council's local planning authority pursuant to any conditions on this decision letter.

Reason:
For the avoidance of doubt and in the interests of proper planning.

- 2 Except for piling, excavation and demolition work, you must carry out any building work which can be heard at the boundary of the site only: ,
o between 08.00 and 18.00 Monday to Friday; ,
o between 08.00 and 18.00 Saturday; and ,
o not at all on Sundays, bank holidays and public holidays.
You must carry out piling, excavation and demolition work only:
o between 08.00 and 18.00 Monday to Friday; and ,
o not at all on Saturdays, Sundays, bank holidays and public holidays. ,
Noisy work must not take place outside the hours unless otherwise agreed through a Control of Pollution Act 1974 section 61 prior consent in special circumstances (for example, to meet police traffic restrictions, in an emergency or in the interests of public safety). (C11AB)

Reason:
To protect the environment of neighbouring occupiers. The development is set out in S29 and S32 of Westminster's City Plan (November 2016) and ENV 6 of the City of Westminster's Development Plan that we adopted in January 2007. (R11AC)

- 3 Prior to the commencement of any demolition or construction on site the applicant shall submit an approval of details application to the City Council as local planning authority comprising evidence that any implementation of the scheme hereby approved, by the applicant or any other party, will be bound by the council's Code of Construction Practice. Such evidence must take the form of a completed Appendix A of the Code of Construction Practice, signed by the applicant and approved by the Council's Environmental Inspectorate, which constitutes an agreement to comply with the code and requirements contained therein. Commencement of any demolition or construction cannot take place until the City Council as local planning authority has issued its approval of such an application (C11CB)

Reason:

To protect the environment of neighbouring occupiers. This is as set out in S29 and S32 of Westminster's City Plan (November 2016) and ENV 6 of our Unitary Development Plan that we adopted in January 2007. (R11AC)

- 4 All new work to the outside of the building must match existing original work in terms of the choice of materials, method of construction and finished appearance. This applies unless differences are shown on the drawings we have approved or are required by conditions to this permission. (C26AA)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Mayfair Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan (November 2016) and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 5 You must apply to us for approval of samples of the facing materials you will use, including glazing, and elevations and roof plans annotated to show where the materials are to be located. You must not start any work on these parts of the development until we have approved what you have sent us. You must then carry out the work using the approved materials. (C26BC)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Mayfair Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan (November 2016) and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 6 You must apply to us for approval of detailed drawings at scales 1:20 and 1:5 of the following parts of the development -
- i) all new windows and external doors,
 - ii) the new shopfront facing New Bond Street., ,
- You must not start any work on these parts of the development until we have approved what you have sent us. You must then carry out the work according to these details. (C26DB)

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Mayfair Conservation Area. This is as set out in

S25 and S28 of Westminster's City Plan (November 2016) and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 7 You must paint all new outside rainwater and soil pipes black and keep them that colour.

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Mayfair Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan (November 2016) and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 8 You must not attach flues, ducts, soil stacks, soil vent pipes, or any other pipework other than rainwater pipes to the outside of the building unless they are shown on the approved drawings.

Reason:

To make sure that the appearance of the building is suitable and that it contributes to the character and appearance of this part of the Mayfair Conservation Area. This is as set out in S25 and S28 of Westminster's City Plan (November 2016) and DES 1 and DES 5 or DES 6 or both and paras 10.108 to 10.128 of our Unitary Development Plan that we adopted in January 2007. (R26BE)

- 9 **Pre Commencement Condition.** You must not start any demolition work on site until we have approved either: (a) a construction contract with the builder to complete the redevelopment work for which we have given planning permission on the same date as this consent, or, (b) an alternative means of ensuring we are satisfied that demolition on the site will only occur immediately prior to development of the new building. You must only carry out the demolition and development according to the approved arrangements. (C29AC)

Reason:

To maintain the character of the Mayfair Conservation Area as set out in S25 and S28 of Westminster's City Plan (November 2016) and DES 1 and DES 9 (B) of our Unitary Development Plan that we adopted in January 2007 and Section 74(3) of the Planning (Listed Buildings and Conservation Areas) Act 1990. (R29AC)

- 10 You must not carry out demolition work unless it is part of the complete development of the site. You must carry out the demolition and development without interruption and according to the drawings we have approved. (C29BB)

Reason:

To maintain the character of the Mayfair Conservation Area as set out in S25 and S28 of Westminster's City Plan (November 2016) and DES 1 and DES 9 (B) of our Unitary Development Plan that we adopted in January 2007 and Section 74(3) of the Planning (Listed Buildings and Conservation Areas) Act 1990. (R29AC)

- 11 **Pre Commencement Condition.**, (a) You must apply to us for approval of a written scheme of investigation for a programme of archaeological work. This must include details of the suitably qualified person or organisation that will carry out the archaeological work. You must not start work until we have approved what you have sent us.

(b) You must then carry out the archaeological work and development according to this approved scheme. You must produce a written report of the investigation and findings, showing that you have carried out the archaeological work and development according to the approved scheme. You must send copies of the written report of the investigation and findings to us, to Historic England, and to the Greater London Sites and Monuments Record, 1 Waterhouse Square, 138-142 Holborn, London EC1N 2ST.

(c) You must not use any part of the new building until we have confirmed that you have carried out the archaeological fieldwork and development according to this approved scheme. (C32BC)

Reason:

To avoid damage to any archaeological remains on site as set out in S25 of Westminster's City Plan (November 2016) and DES 11 of our Unitary Development Plan that we adopted in January 2007. (R32AC)

- 12 **Pre Commencement Condition.**, None of the development hereby permitted shall be commenced until detailed design and construction method statements for all of the ground floor structures, foundations and basements and for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved in writing by the Local Planning Authority which:-
- (i) Accommodate the proposed location of the Crossrail structures including tunnels, shafts and temporary works,
 - (iii) Mitigate the effects of noise and vibration arising from the operation of the Crossrail railway within the tunnels and other structures; ,
 - (iv) Mitigate the effects on Crossrail, of ground movement arising from development., , The development shall be carried out in all respects in accordance with the approved design and method statements. All structures and works comprised within the development hereby permitted which are required by paragraphs 1(i), 1 (iii) and 1(iv) of this condition shall be completed, in their entirety, before any part of the building[s] hereby permitted is/are occupied.

Reason:

To meet the requirements of a direction made in connection with the CrossRail Project by the Secretary of State for Transport under Articles 10 (3), 14 (1) and 27 of the Town and Country Planning (General Development Procedure) Order 1995 and as set out in S41 and S43 of Westminster's City Plan (November 2016) and TRANS 5 (E) and para 4.68 of our Unitary Development Plan that we adopted in January 2007. (R33AC)

- 13 **Pre Commencement Condition.** None of the development hereby permitted shall be commenced until a method statement has been submitted to, and approved in writing, by the Local Planning Authority to include arrangements to secure that, during any period when concurrent construction is taking place of both the permitted development and of the Crossrail structures and tunnels in or adjacent to the site of the approved development, the construction of the Crossrail structures and tunnels is not impeded.

Reason:

To meet the requirements of a direction made in connection with the CrossRail Project by the Secretary of State for Transport under Articles 10 (3), 14 (1) and 27 of the Town and Country Planning (General Development Procedure) Order 1995 and as set out in S41 and S43 of Westminster's City Plan (November 2016) and TRANS 5 (E) and para 4.68 of our Unitary Development Plan that we adopted in January 2007. (R33AC)

- 14 (1) Where noise emitted from the proposed plant and machinery will not contain tones or will not be intermittent, the 'A' weighted sound pressure level from the plant and machinery (including non-emergency auxiliary plant and generators) hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 10 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the proposed hours of operation. The plant-specific noise level should be expressed as LAeqTm, and shall be representative of the plant operating at its maximum., (2) Where noise emitted from the proposed plant and machinery will contain tones or will be intermittent, the 'A' weighted sound pressure level from the plant and machinery (including non-emergency auxiliary plant and generators) hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 15 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the proposed hours of operation. The plant-specific noise level should be expressed as LAeqTm, and shall be representative of the plant operating at its maximum., (3) Following installation of the plant and equipment, you may apply in writing to the City Council for a fixed maximum noise level to be approved. This is to be done by submitting a further noise report confirming previous details and subsequent measurement data of the installed plant, including a proposed fixed noise level for approval by the City Council. Your submission of a noise report must include: (a) A schedule of all plant and equipment that formed part of this application; (b) Locations of the plant and machinery and associated: ducting; attenuation and damping equipment; (c) Manufacturer specifications of sound emissions in octave or third octave detail; (d) The location of most affected noise sensitive receptor location and the most affected window of it; (e) Distances between plant & equipment and receptor location/s and any mitigating features that may attenuate the sound level received at the most affected receptor location; (f) Measurements of existing LA90, 15 mins levels recorded one metre outside and in front of the window referred to in (d) above (or a suitable representative position), at times when background noise is at its lowest during hours when the plant and equipment will operate. This acoustic survey to be conducted in conformity to BS 7445 in respect of measurement methodology and procedures; (g) The lowest existing L A90, 15 mins measurement recorded under (f) above; (h) Measurement evidence and any calculations demonstrating that plant and equipment complies with the planning condition; (i) The proposed maximum noise level to be emitted by the plant and equipment.

Reason:

Because existing external ambient noise levels exceed WHO Guideline Levels, and as set out in ENV 6 (1), (6) and (8) and ENV 7 (A)(1) of our Unitary Development Plan that we adopted in January 2007, so that the noise environment of people in noise sensitive properties is protected, including the intrusiveness of tonal and impulsive sounds; and as set out in S32 of Westminster's City Plan (November 2016), by contributing to reducing excessive ambient noise levels. Part (3) is included so that applicants may ask subsequently for a fixed maximum noise level to be approved in case ambient noise levels reduce at any time after implementation of the planning permission.

- 15 No vibration shall be transmitted to adjoining or other premises and structures through the building structure and fabric of this development as to cause a vibration dose value of greater

than 0.4m/s (1.75) 16 hour day-time nor 0.26 m/s (1.75) 8 hour night-time as defined by BS 6472 (2008) in any part of a residential and other noise sensitive property.

Reason:

As set out in ENV6 (2) and (6) of our Unitary Development Plan that we adopted in January 2007, to ensure that the development is designed to prevent structural transmission of noise or vibration.

- 16 You must apply to us for approval of details of a supplementary acoustic report demonstrating that the plant will comply with the Council's noise criteria as set out in Condition 14 of this permission. You must not start work on this part of the development until we have approved what you have sent us.

Reason:

Because existing external ambient noise levels exceed WHO Guideline Levels, and as set out in ENV 6 (1), (6) and (8) and ENV 7 (A)(1) of our Unitary Development Plan that we adopted in January 2007, so that the noise environment of people in noise sensitive properties is protected, including the intrusiveness of tonal and impulsive sounds; and as set out in S32 of Westminster's City Plan (November 2016), by contributing to reducing excessive ambient noise levels.

- 17 You must provide the waste store shown on drawings 1289-008B and 1289-016 before anyone moves into the property. You must clearly mark it and make it available at all times to everyone using the building. You must store waste inside the property and only put it outside just before it is going to be collected. You must not use the waste store for any other purpose. No waste should be stored or left on the public highway. (C14DC)

Reason:

To protect the environment and provide suitable storage for waste as set out in S44 of Westminster's City Plan (November 2016) and ENV 12 of our Unitary Development Plan that we adopted in January 2007. (R14BD)

- 18 You must provide each cycle parking space shown on the approved drawings prior to occupation. Thereafter the cycle spaces must be retained and the space used for no other purpose without the prior written consent of the local planning authority.

Reason:

To provide cycle parking spaces for people using the development as set out in Policy 6.9 (Table 6.3) of the London Plan 2015.

- 19 Prior to commencement of any of the uses within the development, you must submit a servicing management plan for the Council's approval. You must not commence any of the uses until we have approved what you have sent us. The servicing of the building must then be carried out in accordance with the approved servicing management plan.

Reason:

To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in S42 of Westminster's City Plan (November 2016) and STRA 25, TRANS 20 and TRANS 21 of our Unitary Development Plan that we adopted in January 2007. (R23AC)

- 20 You must hang all doors or gates so that they do not open over or across the road or pavement. (C24AA)
- Reason:
In the interests of public safety and to avoid blocking the road as set out in S41 of Westminster's City Plan (November 2016) and TRANS 2 and TRANS 3 of our Unitary Development Plan that we adopted in January 2007. (R24AC)
- 21 No development shall occur between the footway and a depth of 900mm.
- Reason:
To ensure sufficient space remains for utilities, in accordance with policy TRANS 19 of the City of Westminster Unitary Development Plan that we adopted in January 2007.
- 22 Notwithstanding the provisions of Class A1 of the Town and Country Planning (Use Classes) Order 1987 (or any provision equivalent to that class in any statutory instrument revoking or re-enacting that order) the Class A1 retail accommodation hereby approved shall not be used for food supermarket or similar food retailing purposes.
- Reason:
To avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out in S42 of Westminster's City Plan (November 2016) and STRA 25, TRANS 20 and TRANS 21 of our Unitary Development Plan that we adopted in January 2007. (R23AC)
- 23 You must not use the roof of the building for sitting out or for any other purpose. You can however use the roof to escape in an emergency. (C21AA)
- Reason:
To protect the privacy and environment of people in neighbouring properties. This is as set out in S29 and S32 of Westminster's City Plan (November 2016) and ENV 6 and ENV 13 of our Unitary Development Plan that we adopted in January 2007. (R21BC)
- 24 You must provide the access for people with disabilities as shown on the approved drawing(s) and as outlined in the Design and Access Statement dated 26 September 2017 before you use the building. (C20AB)
- Reason:
To make sure that there is reasonable access for people with disabilities and to make sure that the access does not harm the appearance of the building, as set out in S28 of Westminster's City Plan (November 2016) and DES 1 (B) of our Unitary Development Plan that we adopted in January 2007. (R20AC)
- 25 You must provide the environmental sustainability features (environmentally friendly features) as set out in the Energy Statement dated October 2017 before you start to use any part of the development. You must not remove any of these features. (C44AA)

Reason:

To make sure that the development provides the environmental sustainability features included in your application as set out in S28 or S40, or both, of Westminster's City Plan (November 2016). (R44AC)

Informative(s):

- 1 In dealing with this application the City Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies in Westminster's City Plan (November 2016), Unitary Development Plan, Supplementary Planning documents, planning briefs and other informal written guidance, as well as offering a full pre application advice service, in order to ensure that applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant at the validation stage.
- 2 With regard to condition 11, the written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015. The written scheme of investigation (WSI) should include the statement of significance and research objectives, and , , A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;, B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.
- 3 The development for which planning permission has been granted has been identified as potentially liable for payment of both the Mayor of London and Westminster City Council's Community Infrastructure Levy (CIL). Further details on both Community Infrastructure Levies, including reliefs that may be available, can be found on the council's website at: , www.westminster.gov.uk/cil, , Responsibility to pay the levy runs with the ownership of the land, unless another party has assumed liability. If you have not already you must submit an **Assumption of Liability Form immediately**. On receipt of this notice a CIL Liability Notice setting out the estimated CIL charges will be issued by the council as soon as practicable, to the landowner or the party that has assumed liability, with a copy to the planning applicant. You must also notify the Council before commencing development using a **Commencement Form**, , CIL forms are available from the planning on the planning portal: , <http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil>, , Forms can be submitted to CIL@Westminster.gov.uk, , **Payment of the CIL charge is mandatory and there are strong enforcement powers and penalties for failure to pay, including Stop Notices, surcharges, late payment interest and prison terms.**
- 4 Fractures and ruptures can cause burst water mains, low water pressure or sewer flooding. You are advised to consult with Thames Water on the piling methods and foundation design to be employed with this development in order to help minimise the potential risk to their network. Please contact:, , Thames Water Utilities Ltd, Development Planning, Maple Lodge STW,

Denham Way, Rickmansworth, Hertfordshire, WD3 9SQ, Tel: 01923 898072, Email: Devcon.Team@thameswater.co.uk

- 5 Conditions 12 and 13 meet the requirements of the 'safeguarding' directions made by the Department of Transport in relation to the CrossRail Project. If you have any questions about this project, please write to: Crossrail Limited, 25 Canada Square, London, E14 5LQ. (Telephone: 0345 602 3813)
- 6 When carrying out building work you must do all you can to reduce noise emission and take suitable steps to prevent nuisance from dust and smoke. Please speak to our Environmental Health Service to make sure that you meet all requirements before you draw up the contracts for demolition and building work. Your main contractor should also speak to our Environmental Health Service before starting work. They can do this formally by applying to the following address for consent to work on construction sites under Section 61 of the Control of Pollution Act 1974., 24 Hour Noise Team, Environmental Health Service, Westminster City Hall, 64 Victoria Street, London, SW1E 6QP, Phone: 020 7641 2000. Our Environmental Health Service may change the hours of working we have set out in this permission if your work is particularly noisy. Deliveries to and from the site should not take place outside the permitted hours unless you have our written approval. (I50AA)
- 7 Under the Construction (Design and Management) Regulations 2007, clients, the CDM Coordinator, designers and contractors must plan, co-ordinate and manage health and safety throughout all stages of a building project. By law, designers must consider the following: Hazards to safety must be avoided if it is reasonably practicable to do so or the risks of the hazard arising be reduced to a safe level if avoidance is not possible; This not only relates to the building project itself but also to all aspects of the use of the completed building: any fixed workplaces (for example offices, shops, factories, schools etc.) which are to be constructed must comply, in respect of their design and the materials used, with any requirements of the Workplace (Health, Safety and Welfare) Regulations 1992. At the design stage particular attention must be given to incorporate safe schemes for the methods of cleaning windows and for preventing falls during maintenance such as for any high level plant. Preparing a health and safety file is an important part of the regulations. This is a record of information for the client or person using the building, and tells them about the risks that have to be managed during future maintenance, repairs or renovation. For more information, visit the Health and Safety Executive website at www.hse.gov.uk/risk/index.htm. It is now possible for local authorities to prosecute any of the relevant parties with respect to non-compliance with the CDM Regulations after the completion of a building project, particularly if such non-compliance has resulted in a death or major injury.
- 8 You are advised to permanently mark the plant/ machinery hereby approved with the details of this permission (date of grant, registered number). This will assist in future monitoring of the equipment by the City Council if and when complaints are received.
- 9 Please make sure that the street number and building name (if applicable) are clearly displayed on the building. This is a condition of the London Building Acts (Amendments) Act 1939, and there are regulations that specify the exact requirements. (I54AA)
- 10 You need to speak to our Highways section about any work which will affect public roads. This includes new pavement crossovers, removal of redundant crossovers, changes in threshold levels, changes to on-street parking arrangements, and work which will affect pavement vaults.

You will have to pay all administration, design, supervision and other costs of the work. We will carry out any work which affects the highway. When considering the desired timing of highway works in relation to your own development programme please bear in mind that, under the Traffic Management Act 2004, all works on the highway require a permit, and (depending on the length of the highway works) up to three months advance notice may need to be given. For more advice, please phone 020 7641 2642. However, please note that if any part of your proposals would require the removal or relocation of an on-street parking bay, this is unlikely to be approved by the City Council (as highway authority). (I09AC)

Please note: the full text for informatives can be found in the Council's Conditions, Reasons & Policies handbook, copies of which can be found in the Committee Room whilst the meeting is in progress, and on the Council's website.